

Civil Aviation News

on suitable expanses of water and in some cases to make artificial lagoons. The city of Tulsa, Oklahoma, is digging a lagoon 4,500ft long.

West African Airways have commenced a scheduled service between Accra, Kumasi and Takoradi, which is later to be extended to Tamale. D.H. Doves with 8 seats are used.

Jersey Airways, Ltd., the privately operated company whose services were taken over by B.E.A., has declared its last dividend—6 per cent for 1946. During that year, 74,646 passengers were carried; the 1938 total was 34,962.

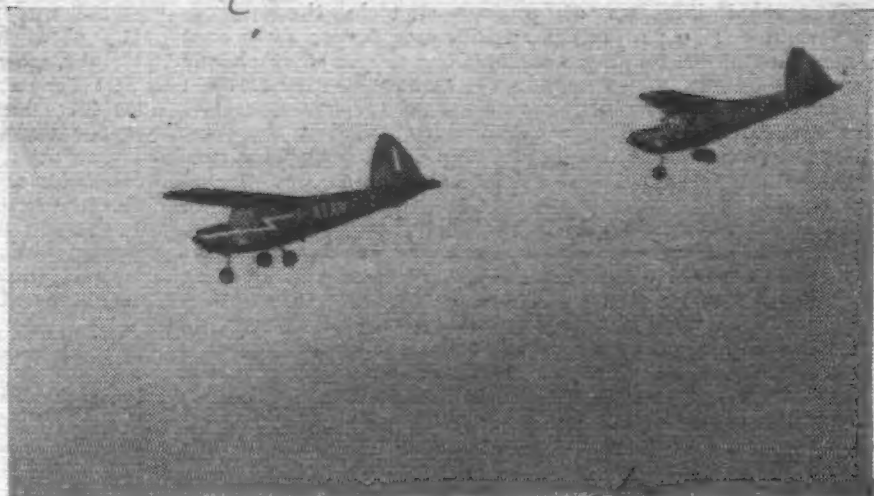
G/C. J. Hutchieson, M.B., B.Ch., D.P.H., has been seconded from the R.A.F. to the Ministry of Civil Aviation as chief medical officer. He is to review the M.C.A.'s requirements and submit proposals.

It has been decided that the Ministry of Civil Aviation is to abandon for the present the development of Fairwood Common as the airport for Swansea. Fairwood will revert to R.A.F. control until the situation is reviewed in 1950.

Mr. John E. Cook has been appointed Rates and Tariffs Officer of the I.A.T.A. He was formerly traffic manager of Braniff and of Continental Airlines, and in his new position he will supervise the preparation of joint tariffs on behalf of the international airlines from I.A.T.A. headquarters in Montreal.

Pan American Airways have filed a new tariff with the American C.A.B., increasing the fare level on Latin American routes by 10 per cent from February 1st. The fares will still be lower than the pre-war ones, however, in most cases. Pan American Grace Airways also is to increase fares for its west coast routes in Latin America.

Regular meetings of the air freight brokers on the Baltic Exchange began on December 29th. The first aircraft to be loaded through exchange channels left Nice on December 31st with a load of flowers for Croydon. It had earlier flown to Athens with radio sets, and the return charter was offered to Lambert Brothers' Aviation Department by Lep Air Ser-



NOSE WHEELS FOR BABIES: Two Macchi M.B. 303 private aircraft in flight. The M.B. 308 two-seater is powered by a CNA-D.4 or Continental A65 or C.85, has a cruising speed of approximately 93 m.p.h. and a range of 340 miles at this speed in still air.

vices, and negotiated through Lamberts' agents in Marseilles, Watson, Browne and Co.

Air France have been using the 33-passenger Languedoc on the Paris-Nice route, to meet the seasonal flow of traffic to the Riviera, in place of the DC-3. Connections to Monte Carlo and Cannes are made by coach.

During 1947 Pan American Airways carried 39,700 west-bound transatlantic passengers and 22,300 eastbound, an average of 170 passengers a day and a total of 2,200 Atlantic flights. On the New York-Bermuda run 40,000 passengers were carried. The airline carried nearly two million tons of freight during the year, more than double the 1946 total, and 1,153,000lb of mail.

The board of enquiry set up in America to examine possible safety improvements has recommended that all airlines appoint "safety directors" to reduce the risk of accidents due to mechanical failure. The board also proposed better training for mechanics and co-pilots, the development of safer fuels and lubricants, and changes in the location and construction of petrol tanks so that fires might be isolated more effectively.

FROM THE CLUBS

AS a first step towards speeding up and increasing the output of trained flying and ground personnel in India, a conference of flying clubs and schools was held recently in New Delhi under the chairmanship of Mr. N. C. Ghosh, Director General of Civil Aviation. The chairman, in opening the conference, said that aviation in India was in its infancy and that there was need for development in every direction. He added that the Government was in favour of the rapid development of aviation and to this end was anxious to help aviation institutions in every possible way such as in the provision of facilities and the procurement of the necessary aircraft and equipment.

Discussions at the conference revealed general agreement that more aircraft were needed for the development of training, and it was felt that the Government and the flying clubs should explore the possibility of obtaining more Tiger Moths or other proved training aircraft from abroad. Mr. Ghosh stated that an Expert Committee consisting of representatives of the R.I.A.F., the Civil Aviation Directorate and the firm of Tata were examining the question of what available aircraft and equipment could be salvaged from Disposals. He further revealed that the Government had established a Central Training School, at present in Saharanpur, for the training of pilots, ground engineers, radio operators and other technicians.

It was considered that flying clubs should be utilized for flying training in the initial stages when unsuitable men could be weeded out, and only selected pupils would then pass through to the Central Training School for advanced training. It was thought that such a policy would also provide aircrew who would eventually be suitable for flying in the airlines.

Besides the Director General and officials of the Civil Aviation Directorate, A.V.-M. S. Mukerjee, R.I.A.F., and representatives of the flying clubs of Bengal, Bihar, Bombay, Delhi,

Madras and of the States of Hyderabad, Jodhpur, and Jaipur, the National Air Academy of Bareilly, the Sind Provincial Flying Club, and the Aero Club of India attended the conference.

Mr. Alan Brown, a member of the Umtali Gliding Club, recently broke the Rhodesian soaring record with a flight in a Kirby Kite, lasting 20 minutes at 1,580 ft. This feat has earned him the first Rhodesian "C" licence.

Mr. C. M. Joy, formerly assistant instructor at the Coventry Aeroplane Club, has taken over the duties of chief flying instructor from S/Ldr. E. G. Franklin, who has been acting in an honorary capacity. The club has written to Coventry's two M.P.s, appealing for their support for private flying, which, says the letter, may cease completely if the Government does not act on the recommendations of the Government committee and the Straight committee reports. The annual general meeting of the club is to be held on February 24th.

Over 2,000 hours were flown by the Wiltshire School of Flying during 1947 and the fleet has grown to nine—seven Austers and two Magisters—while there is a Proctor for internal and overseas charter flying. Early in 1947 the club moved from High Post airfield to Boscombe Down, where there are runways and an unusually smooth grass surface, a large hangar and well-equipped workshops. Mark Two Drem lighting is installed, and so the airfield is suitable for night flying. The former control tower has been converted into a clubhouse with a bar, restaurant and five bedrooms. A scheme for contracts involving blocks of flying hours at reduced rates is in successful operation.